

REFERENCE:	TSB: 18-086-24 GROUP: 18 - Vehicle Performance	Date:	December 10, 2024	REVISION:	18-056-24 REV. A and 18-063-24
VEHICLES AFFECTED:	2024 (WS) Wagoneer / Grand Wagoneer This bulletin applies to vehicles equipped with the 3.0L I6 Hurricane SO Twin Turbo ESS (Sales Code EFH) and an 8-Speed Auto 8HP75 Transmission (Sales Code DFR).			MARKET APPLICABILITY: <input checked="" type="checkbox"/> NA <input checked="" type="checkbox"/> MEA <input type="checkbox"/> SA <input type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH	
CUSTOMER SYMPTOM:	<p>Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs):</p> <ul style="list-style-type: none"> ● **P0325 - Knock/Combustion Vibration Sensor "A" Circuit. ● P0330 - Knock/Combustion Vibration Sensor "B" Circuit. ● P0300 - Multiple Cylinder Misfire. (NA Market Only) ● P032A - Knock/Combustion Vibration Sensor "C" Circuit. ● P018B - Fuel Pressure Sensor "B" Circuit Rang/Performance. ● P1CEA - Boost Side EVAP Purge System Performance. (NA Market Only)** ● P00F3 - Humidity Sensor Circuit Range/Performance. ● P06DD - Engine Oil Pressure Control Circuit Performance/Stuck Off. ● P00C6 - Fuel Rail Pressure Too Low - Engine Cranking. <p>Customers may also comment on one or more of the following:</p> <ul style="list-style-type: none"> ● **Low oil pressure Instrument Cluster Panel (IPC) warning during heavy towing. ● Engine RPM dip below idle speed during coast down to idle.** ● Undesirable vehicle drivability behavior causing a vehicle Shift to Park event during Engine Stop Start (ESS) while Adaptive Cruise Control (ACC) is active. ● Idle speed oscillations observed when in Snow and Mud modes for vehicle configured with 4x2 drivetrain. ● Screen two incorrectly pops up on the IPC for five seconds during Terrain and Rock mode. ● Fully Autonomous Parking Assist (FAPA) is not deactivated when the accelerator pedal is pressed. ● Vehicle is not heating up fast enough at freezing temperatures. <p>**The following software calibration improvements are also available:</p> <ul style="list-style-type: none"> ● Engine mega knock detection. ● Misfire during cold start. ● Avoid false failures with MIL on. (NA Market Only)** 				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletins (TSBs) 18-056-24 REV. A, date of issue October 22, 2024 and 18-063-24, date of issue July 25, 2024 which should be removed from your files. All revisions are highlighted with **asterisks**** and include converting the bulletins to an RSU, updated LOPs, additional DTCs, Customer Symptoms, software improvements and Repair Procedure steps.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-166, date of issue December 10, 2024. All applicable RSU VINs have been loaded. To verify this RSU service action is applicable to the vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. All repairs are reimbursable within the provisions of warranty.

REPAIR SUMMARY:

This bulletin involves reprogramming the PCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-06-LA	Module, Powertrain Control (PCM) - Inspect	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-LB	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.**
Failure Code	**RF	Required Flash**	
	CC	Customer Concern	

The dealer must use failure code CC with this Technical Service Bulletin.

- **The "RF" failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RSU.
- The failure code "RF" (Required Flash) can no longer be used on Technical Service Bulletin flashes. The "RF" failure code must be used on an RSU.
- If the customer's concern matches the SYMPTOM/CONDITION identified in the Technical Service Bulletin, failure code CC is to be used. When utilizing this failure code, the 3C's must be supplied.**

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/Service Library, verify all related systems are functioning as designed. If DTCs or symptom conditions, other than the ones listed above are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

If a customer's VIN is listed in VIP or your RSU VIN list, perform the repair. If any vehicle not on the VIN list exhibits any of the symptoms listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	—	—

REPAIR PROCEDURE:

NOTE: Install a battery charger to ensure battery voltage does not drop below 13.2 volts. Do not allow the charging voltage to climb above 13.5 volts during the flash process.

NOTE: If this flash process is interrupted/aborted, the flash should be restarted.

1. ****Is the vehicle on the RSU VIN list?**
 - YES>>> Proceed to [Step 2](#).
 - NO>>> Proceed to [Step 3](#).
2. Does the PCM have the latest software level already installed?
 - YES>>> This bulletin has been completed, use Inspect LOP (18-19-06-LA) to close the active RSU.
 - NO>>> Proceed to [Step 3](#).**
3. Reprogram the PCM with the latest available software. If issues arise when flashing a module using the wiTECH Diagnostic Application, please submit a ticket to the Helpdesk. The helpdesk can be found within the Help menu.
4. Clear all DTCs that may have been set in any module due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.

POLICY:

Reimbursable within the provisions of the warranty.

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